WEDNESDAY EVENING, NOV. 24, 1858.

in commercial pursuits, the establishment of one branch of business creates a necessity for another. For years our business ilty managed to get along without a bank, but its establishment proves to be so great a convenience to every one that few will be found who, after enjoying the facilities afforded by it, will transact their business through any other medium. The ment of a bank has given rise to another and pressing want, viz : a fire and marine insurance company—the need of which is becoming seriously felt by our principal business men. now than we formerly were: but it is the fact that we are ex-posed to constant risks which few men would presume to incur in older countries, where insurance can readily be procured, therel reducing to absolute safety the risks of doing business.

In regard to fires, our community have thus far been singu larly exempt from them; which appears the more strange from the fact that most of our stores and dwellings are of so combustion, and could local insurance be had at a moderate premius not only would stores and dwellings be more generally insured

but also merchandise stock.

It is in marine risks, however, that the want of insurance is becoming most seriously felt. No means now exists of insuring our coasting fleet of schooners, with their cargoes of produce constantly arriving and departing. The owners of produce feel the want of some provision to insure, for it is nothing unusual for a coasting vessel to have on board a cargo worth \$4,000, and even as high as \$10,000 has been at risk, sometimes whelly at the mercy of a native captain and seamen, entirely ignorant of

So, too, with our packets carrying produce between this port and San Francisco. We believe they are wholly uninsured, and most certainly their cargoes never are, although the latter are frequently invoiced at from \$20,000 to \$30,000, entirely at the risk of the shippers. It is very true that the route between this port and San Francisco is one of the safest in the world, and that losses on it are almost wiknown-but that is attributable in a great measure to the skill and superior judgment of our experienced captains. Disasters may, and doubtless will, happen. It is not many months since the Yankee, on one of her trips from San Francisco (we believe) eame within a hair's breadth of being cut amidships by a loaded clipper which crossed her track. The night was hazy and the wind fresh, with full sail set by both vessels, and nothing but the promptness of the officer on the deck of the Fankee in hastily putting down the helm saved her, while the bark was apparently not noticed by the ship till it would have been too late to have averted disaster. Accidents of this nature or some other may happen in future.

as well as the cargoes and vessels between this port and Sar Francisco, our growing whaling interests need some protection of this kind, to say nothing of the cargoes of whaleships touching at this port and owned elsewhere, and also the ent shipments made from this port to home ports. There igh at this port for any responsible company, and there are hundreds of thousands, if not a million, of property constantly uninsured, on much of which policies of insurance nquestionably be taken out here.

A Fire and Marine Insurance Company, originated, controlled and conducted by our business men, has become a necessity. The principles of fire and marine insurance are too well known to require recital here. We have had and still have agencies of foreign companies, which are all very well; but it cannot be expected that the rules which guide the insurance business in countries can be adapted to our wants without materia changes which may not readily be granted on the part of the conductors of those companies. A company established here would obviate these difficulties by adapting its rules to the wants of the community which it is intended to benefit. No insuperable obstacle exists to the immediate organization of such a corporation, provided its importance is felt and union of action is had on the part of our business men. No monster organization is wanted; but a basis should be chosen just broad enough to meet the existing wants. If a capital of \$50,000 is sufficient nce an insurance company, let it have no greater on We hope to see some steps taken soon to establish one, and fee ent that it would create and concentrate a business which would be not only self-supporting, but perhaps profitable, and

arrival of 21 whalers at Honolulu and Lahaina not before reported, and revise our average of this season's catch :

165 right whalers reported last week gave. 97,455

crease the general average somewhat.

21 right whalers reported this week give .. 16,100 Average-610 bbls. and 7,858 lbs. bone. Some fifteen or more vessels are to arrive yet, which will in

The whale ship John & Etizabeth, we learn, is to be disman

TRADE, &c.—There has been an improvement in trade this week in some quarters, mostly in the outfitting department, but as the year. Beyond all question, this has been the poorest season for trade that we have known; many of the retailers find themselves with heavy stocks on hand, and their trade quite triffing; hence some of them have been unable to meet their engagements

as promptly as could be desired. The first clipper ship for New Bedford this season, the Skylark, cleared yesterday with a full and very valuable cargo of dries-for a list of which see our export table. The value of this cargo cannot be much short of \$350,000. The ships Golden Eagle and E. F. Willets clear on Thursday. The Danish bark Conduce cleared on Saturday last for Bremen with a full cargo of oil and bone, mostly transhipments from our isl-

day or Monday, and will take a fair freight of sugar, molasses, and sundries. She is waiting the arrival of the Likeliko.

The brig Eolus arrived yesterday from Mendocino, with cargo of 202 M feet of redwood lumber, mostly dressed, and 60 M shingles. This is the first entire cargo of any size of redwood lumber that has been introduced into this market. It is extensively used at the coast, and by many preferred to the northern fir, on account of its durability and non-liability to shrink. It is also susceptible of a finer dressing for clapboards and flooring than fir, and on this account has been gradually growing in favor on these islands during the past two years.

Much inconvenience has been experienced among the ship-ping this season from the want of wharfage facilities. All the available wharf room has been constantly occupied, and in many cases engaged, some time ahead. The completion of the new Market Wharf, a substantial structure and a credit to the city, will go far towards relieving the shipping from their present

of Eastern, with small sales of Haxall at \$13@\$14. The stock and all the stock in market is lodged in two hands. Prices have

advanced during the week about \$4 \$7 bbi. LUMBER-The cargo ex Æofus is as yet unsold. Shingles are scarce, and retailing at \$8 @ M. The Molus brings 60 M. and a quantity is expected by the John Marshall.

BREAD-There are but few outside transactions this season The stock is mostly in agents' hands, and shipping is supplied at regular rates.

FEED—There have been some sales of out straw at 1c W it

oats at 2c, and barley at 15c. EXCHANGE-We quote whalers exchange and bills on San Francisco at par to I per cent. premium. Specie will probably be shipped away by next packet, as it was by the Yanker.

(Our correspondents at Lahaina object to the quotation of ex-change in our issue of the 11th as reflecting on the interests of windward ports referred to; and say, "Our extreme limit has been 74 per cent. discount, and that was regulated by the best information we could get from parties resident at, and through the press of, Honolulu."]

PORT OF HONOLULU, H. I.

ARRIVALS.

[For full reports of Whaleships, see list on 4th page.] Nov. 18—Am wh sh Carolina, Harding, fm Ochotsk, 2d season 600 wh, 7000 bone. 600 wh, 7000 bone.

18—Am wh sh Empire, Russell, fm Ochotsk, 2d season, 800 wh, 10,000 bone.

19—Am wh sh Hobomok, Marchant, 2d season, fm Ochotsk,

19—Am which Hobomok, Marchant, 2d season, fm Ochotak, 750 wh, 9000 bone.

18—Am which Java, Lawrence, 3d season, fm Ochotak, 700 wh, 10,000 bone.

19—Am which E L Frost, R G Spencer, from Ochotak, (tender to bk Italy) clean.

19—Am which Eliza Adams, Thomas, 1st season, from Ochotak, 650 wh, 7500 bone.

20—Am which Amazon, Eldridge, 2d season, fm Ochotak, 290 wh, 3000 bone.

20—Haw schi Maria, Molteno, fm Maui.

20—Haw schi Kalama, Waters, fm Hilo; Mary, Berrill, fm Kawaihae, Kamehameha IV, Barrus, fm Kohala.

21—Am which Chas Phelps, Eldridge, fm Ochotak, 5th season, 1300 wh, 13,000 bone.

21—Am which Good bone.

21—Sch Kamoi, Chadwick, fm Lahaina.

22—Am which Washington, Purrington, 1st season, fm

22—Am which Washington, Purrington, 1st season, fm Questak, 600 wh, 7000 bone. 22—Am which South Seaman, Norton, 2d season, fm Qehotsk, 1800 wh, 20,000 bons. 23—Am which Manuel Ortis, Hazard, 1st season, from the Qehotsk, 1000 wh, 14,000 bone.

off and on.

23—Am whish Guega, Sanborn, fin Lahaina, off and on.

23—Am whish China, Thompson, 2d sesson, fin Ochotsk,

1300 wh, 18,000 hone.

23—Am whish, Fanny, Boodry, 2d season, fin Ochotsk,

1100 wh, 7500 hone.

23—Am whish John Wells, Woodbridge, fin Lahaina, off

23 -Am mer brig Bolos, Camman, 30 ds im Mendocino. 23 -Am wh sh Levi Starbuck, Jernegan, im Lahaina, o

23-Haw sch Kamoi Keiki, Hall, fm Kahului.

CNARROW SOPPARTURES. Wov. 18—Br Yankoe, Smith, for San Francisco.

15—Sh Jirch Perry, Cannon, for New Zealan

15—Sh Franca, Mardock, to cruise.

18—Br Faith, Word, count of California.

19—Sh Enerald, Franca, for Jarvis Island.

20—Sh Emerald, France, coast of California.

20—Br Osner, Straders, to cruise.

20—Br Osner, Straders, to cruise.

20—Sh Harrier & Jossie, Gray, for Manita.

20—Sh Eckanimoli, Marchant, for Hawaii.

21—Br Candinca, Schan, for Bresseu.

21—H J. Wu th Rerydice, Pichon, for San France.

22—Sch Kamel, Chadwick, for Lahaina. hema. Waters, for Lahaims.

M. Robert Morrison, Tilton to cruise.

1000e, for Kona, Hawaii.

n brig Oahn, Fehilber, for California Coast.

110. Mollena, for Mani
111. Mollena, for Mani
112. Mollena, for Mani
112. Mollena, for M. Bedfor

112. Mollena, for M. Bedfor

113. Mollena, for M. Bedfor

113. Mollena, for M. Bedfor

114. Mollena, for M. Bedfor

115. LATEST DATES, received at this Office.

For SAN FRANCISCO-per Frances Palm MEMORANDA.

CLIPPER SIGNAL .- A clipper ship, of about 1000 tons, passed his port, bound westward, on the 18th, showing Marryatt's sigrals, No. 3712, under the third distinguishing pennant SPOKEN. -Ship Hibernia, at Lahaina, spoke bark Metropolis and from Honolulu, 10 days out, all well-bound to Margarita

The Riack Warrior was spoken Oct 9, with 250 brls, bound

Tr Capt. Andrews, of the bark Hibernia, of New Bedford. reports as follows :- Oct 24, lat. 39 00 N., long. 156 00 W., need with thick, cloudy weather and a heavy swell from W. ; at 2 P. M. strong winds from S.; at 3 A. M., ship under ose-recfed main topsail, and recfed foresail and topsail, heading E. on the starboard tack-gale still increasing. At 7 A. M. ook in the foresail. At 1 P. M. the 25th, fore topmast staysail was blown to pieces—gale still increasing; soon after, new main staysall parted from the clews—gale still increasing, and veering to the westward, and a tremendous cross sea running. Was compelled to take in the main topsail and heave the ship to at the mercy of the sen-wind still veering to westward-sent all hands below. Shipped a heavy sea which broke one hoat over end, broke off larboard main rail, and cleared the deck of all moveables-gale still increasing. Found it necessary to lash precives to the rigging ; heavy seas still coming over-carried away the wheel-blocks and stove in the cook's galley; got tackles on and saved the rudder-all hands still below (except officers) to keep from being washed overboard; the gale increased to a perfect typhoon, and wind still veering to W.N.W .-- fearful heavy cross sea running, and continually coming over on all sides. At 3 P. M. the 26th commenced moderating, occasionally heavy qualis, with hall, from N.W. Set the main topsail-sent the men to the pumps and freed the ship. Twenty-four hours before the typhoon commenced, discovered the compasses to veer four

points back and forth. Capt. Boodry, of bark Fanny, reports having encountered a severe gale Nov. 14, in lat. 340. The wind blew with terrific fury from the south, and the ship's course was altered to the east, when suddenly the wind shifted to west. Sprung the fore topmast, and received other damage.

Capt. Pease, of ship Orozimbo, reports :- Sept. 26, Daniel Wood, 1200 wh; Cincinnati, 700; 28th, Maria Theresa, 450; ean Wave, 600; Alice Frazier, 400; Phœnix, 350; Oct. 8, Italy, 1500; Nimrod, 900.

The South Seaman reports same weather in the Ochotsk as that experienced by other ships; first part of the season foggy, and latter part fine weather. Jan. 7, four days after leaving onolulu, lost a Portuguese from the main chains-nam known. In the Ochotsk, by the capsizing of a boat, lost the 5th mate and one scamau. In about lat. 30 °, long. 153 °, experienced a heavy gale from the N.W., and lay to about 12 hours, The Washington, of New Bedford, experienced a typhoon in

lat. 36°, long. 154°; the gale commenced at 7 A. M., from the southward, and by noon had veered twelve points; was obliged to lay to, but received no damage. Brings no later reports. The Ching left the Ochotsk Oct 15. Spoke, Oct 11, Alice Frazier, 500; 25th, Espadon, 450. Lost two boats in th In letting go an anchor while kedging, the chain got foul and capsized a boat, and the whole boat's crew were carried down. The men were all saved but one, a boatsteerer, named John Bancroft, a native of London, England, aged abou 26 years. Had good weather all the way coming down; found the trade E.S.E., and near the islands very strong; about a week ago carried away the head of the main topmast.

Ship Chas. Phelps reports :- About March I, two weeks after leaving Honolulu, in lat. 28° N., fell in with a Japanese junk, masts gone, and her sides covered with barnacles. She had been a fishing vessel belonging not far from Jeddo, and while the Captain was on shore a gale of wind drove them out of sight of land, since when they were three months driven about subsisted on small dried fish principally: their water latterly had been caught in rain squalls. Some of them are now in Honoluly

The Manuel Ortez left the sea Oct 29. Spoke, Oct 15, Mary Frazier, 700; 6th, Roman, Devoll, 1100; saw bark Java, but did not speak her. Experienced the gale spoken of by other ships in coming down, lat. 30°; carried away starboard davits,

Brig Zolus reports light winds and calms the first part of the voyage. Nov. 8, lat. 34° long. 134°, spoke American bark Whatcheer, from Melbourne, bound to San Francisco. For the last seven days have had the Trades.

VESSELS IN PORT.-NOVEMBER 24.

Am surveying schooner Fenimore Cooper, Brooke.

Am clipper sh Golden Eagle, Harding, up for N. Bedford.

Am clipper ship E. F. Willets, Holmes, up for New London. Am elipper ship Skylark, Follansbee, up for New Bedford. Am elipper ship West Wind, Baxter, up for New Bedford. Am elipper ship Warhawk, Simmons, loading oil for N. Bedford. Am ship Mountain Wave, Hardy, loading oil for New Bedford. Am ship Gladiator, Luce. Am brig Æolus, Camman. Am schooner Isabel, Davis. British bark Orestes, Hayes Brem brig Tentonia, Bulling.

Am sh Washington, Purringte Am sh South Seaman, Norton Am ship Manuel Ortez, Ilaza Am ship Arctic, Phillips Am ship Adeline, Taber Am bark Java, Lawrence Am bark Fanny, Boodry Am bark Java, Raynor Am bark Brighton, Tucker Am bk Warren, Miller Am bk Fortune, Anderson Am bk Harmony, Austin Am bk Harmony, Austin Am bk Sharon, King Am bark Kingfisher, Palmer Am bk Sü'r Cloud, Coggesh Am bark Monmouth, Ormsby Am bark Wavelet, Swain Am bark Vernon, Bumpus Am brig Agate, Lawton. Am sch E. L. Frest, sh Northern Light, At ship Olympia, Ryan suip Montauk, French Haw brig Kacai, Mammen

Vessels Expected from Fereign Ports. Ship John Marshall, Hooser, from San Francisco, due about

16 merchant and war vessels, 56 whalers -Toral, 72.

Bark Fanny Major, Paty, from San Francisco, due from Dec. 13 to 16.

Am bark Melits, Pollys, is due from Kamschatka.

British brig Emma sailed from Liverpool, Aug 23, for Fraser River via Honolulu.

Ships Phantome and Queen were advertised to leave London in all Sept., for Fraser River, touching at Honolulu.

Ship Pizarro would probably leave Liverpool, Oct. 1, for Honolulu, to R. C. Janion.

From Bremen, in all January, clipper brig Kohala, Corsen, to fit for whaling, by Hoffschlaeger & Stapenhorst

From Bremen, early in March, clipper brig Aloha, to fit for whaling, by Hoffschlaeger & Stapenhorst.

Am sloop-of-war Vandalia, Sinclair, is due from Tahlti.

Am ship Polynesia, Morse, sailed from Boston for San Francisco Sept 10—due here in March.

Hamburg brig Hero is now due from Hongkong, with a cargo

Hamburg brig Hero is now due from Hongkong, with a cargo of China goods

IMPORTS.

om MENDOCINO—per Æolus, Nov 23—39,468 ft rough red boards, 3,328 ft do do scantling, 10,000 5 ft pickets, 34,00 aed and grooved do do flooring, 23,558 do do do, 22,795 sur faced reciwood boards, 10,283 do plank, 32,958 ft long planed siding, 19,548 ft short planed do, 202,316 ft tongued and grooved flooring, 60,000 shingles.

EXPORTS.

For New Bedford-p r Skylark, Nov. 24

hides, 7,200 gost skins, 4,588 fbs tallow, 5 bris slush, 2 do do, 7 pkgs incquered ware, 56,536 fbs dry hides, 44,616 galis. wh oil. For New BEDFORD-per Golden Eagle, Nov 25: GALLS. SPERM. GALLS. WHALE. LRS. BOX 6,146 33,572 Gay Head 6,042 hs bone, E. F. Mason 1,502 do, Foiar Star 2,520 do, James Maury 13,428 do; 11,151 hs tallow, 21,750 hs ivory, 1 box mdse, 303 hs bone, 10,079 hs wool.

For Bremex—per Candace, Nov 21—75,303 galls wh oil, 44,526 hs whilebone, 8562 hs walrus teeth, 494 skins, 1 walrus do, 16 bags bone, 1 bx old composition, 10 bbls slush, 1354‡ galls cocoanut oil, 4699 bullock horns, 1796 hs wool, 1 bx horn points, 10 bales tobacco 6 do wool, 1 bx clothing. 10 bales tobacco, 6 do wool, 1 bx clothing.

For San Faixcisco—per Yankee, Nov 18—6932 lbs pulu, 2 cs mdse, 1 bale fungus. 205 galls paint oil, 5455 galls molasses, 24,-769 lbs sugar, 2 bbla oran ges. Value domestic produce \$5,048 92

INTER-ISLAND TRADE.

From Mati-per Maria, Nov 20—15 piles firewood, 50 bris sweet potatoes, 200 pumpkins, lot sugarcane, banamas, etc.
From Konala—per Kalama, Nov. 20—5 bullocks, lot of banamas, sugar cane, pol, etc., and 90 deek passengers.
From Konala—per Kamehameha IV, Nov. 20—Lot pumpkins and 30 deek passengers.
From Kawamas—per Mary, Nov. 20—20 bullocks, 2 sheep, 4 hogs, 30 bbis potatoes, 25 deek passengers.
For Lamana—per Kamol, Nov. 22—9 casks bread, 48 bbis provisions, 2 hawse pipes, 4 cases mose, 302 feet lumber.

PASSENGERS.

From Mandocino—per Rolus, Nov 23—B II Camman.
For Branks—per Candace, Nov 21—John Lapeau.
For San Francisco—per Yankee, Nov 18—J A Daley, 'Wick, J W Hobbs, P C Beetman, W E Borden, W Greenous P A Fish, S A New man, H Chilton, M Anderson, P Hinkley, Caranage, I: W Field, J C Merrill, Thos Hibbertson, Capt. For Mrw Bapront per Skylark-Mrs. Josiah Faller

BIRTH. In this city, 17th November, Mrs. Samuel Savides-a son. DIED.

At Hilo, Hawaii, Nov. 1, Mr. HENRY DOWNTON, a native of At Waimea, Hawaii, Nov. 11, Mr. Joun Longrond, a native

At Waimea, Hawaii, Nov. 11, Mr. Joux Longford, a native of Ireland, aged about 30 years, some time a member of the Honolulu police force.

Drowned by the capsizing of a boat in S. W. Bay, Ochotak Sea, Mr. Perim Fostra, 5th officer of ship South Seaman, a native of New York city, where he has relatives. Also, by the same accident, a boy belonging to Edgartown, Mass—name not ascertained by the Spiendid, which brings this report. The accident was caused by a dead whale which they were hauling uprising suddenly under the boat.

Lost overboard and drowned, belonging to ship South Seaman, January 20, 1858, Joseph Antone, a Portuguese, belonging to Fogo, Cape de Verde Islands, and aged about 26 years.

Drowned in Feb., 1858, at Ascension, William Hill, a boat-steerer, belonging to ship China.

On board by Baltic, Oct. 8, Jim, a native of Maui. Also, on rd same vessel, May 8, John Adams, who fell over we of these islands.

PORT OF LAHAINA. ARRIVALS.

v11—Bark Brighton, Tucker, fm Ochotsk, 300 wh, 4000 bn. 11—Bark L. C. Richmond, Hathaway, from Och, 225 w 11—Bark Wolga, Crowel, from Ochotsk, 350 wh, 4500 bone ark Baitic, Bronson, from Arctic, 800 wh, 13,000 bn. ark Emerald, Pierce, im Arctic, 850 wh, 9000 bone. hip Cicero, Courtney, fm Och, 425 wh, 6000 bone. ark John Wells, Woodbridge, from Ochotsk, 700 wh

15-Bark Newburyport, Crandall, from Ochotsk, 1100 wh, 14,000 bone. 17—Bark Louisa, Hathaway, fm Och, 800 wh, 9900 bone. 18—Bark American, Pease, fm Och, 200 wh. 19—Ship Hibernia, Andrews, fm Och, 150 wh, 1500 bonc. 19—Ship Euphrates, Heath, fm Och, 800 wh, 7000 bonc.

15-Ship John Coggeshall, Lambert, from Och, 600 wh, 9000

DEPARTURES.

w 11—Montreal, Sowle, for Coast of California.

11—Brighton, Tucker, for Honolulu.

13—Emerald, Pierce, for Coast of California.

13—L. C. Richmond, Hathaway, for Margarita Bay.

15—Ohio, Barrett, to cruise East.

15—Milton, Halsey, for Japan Sea.

15—Three Brothers, Cleveland, for New Zealand and home

16—Navy, Wood, to cruise and home.

18—Vigilant, M Cleave, to cruise and home.

18—Amagon, Eldridge, for Honolulu.

19—Amazon, Eldridge, for Honolulu. 19—Antelope, Potter, for New Zealand and home. 19—American, Pease, for Coast of California. Nov. 19 .- We have had in port, up to this date, 67 whalers

merchantmen and 2 vessels of war THE PACIFIC

Commercial Advertiser.

THURSDAY, NOVEMBER 25. Twelve days hence, on the first Monday in December, the Hawaiian Legislature will reassem ble pursuant to adjournment, for the dispatch of business. This business will be mainly the consideration of the Civil Code, which as our readers are aware a Joint Committee of the two Houses has been engaged upon during the recess; and the passage of the regular bill of appropriations for the years 1858-9. We learn that the Code is far from being in a state of readiness for submission to the Legislature,-that is to say, some of the most important subjects of deliberation are yet untouched. Among these are: Internal Taxation; a new Tariff; and the fixing of salaries for the various government officials who bave so long fattened on the old system of fees and perquisites. The committee will, probably, on the day of meeting, report in part the result of their labors, and conclude the remainder by working extra hours during the session. It is sincerely to be hoped for the sake of the public treasury that the business of the nation will be expedited as much as possible, and honorable gentlemen sent back to their homes.

"If it were done, when 'tis done, then 'twere well It were done quickly."

We would again suggest the adoption of the ten minute rule in the Lower House, as a mensure of precaution against certain well-known members talking for hours, in order, as it has seemed in former years, merely to show off their wonderful strength of lungs and ignorance of the subject under discussion. Our national finances are not in a condition to allow any waste of time in idle

Just before the Representatives adjourned last June, a member introduced a resolution providing that the New Code should be published in the Polynesian and the Hae Hawaii as fast as passed upon by the Joint Committee. This was amended so as to read that the "alterations" were to be printed, the understanding being among most of the members that what was meant was the alterations from the old laws. However, the committee have appeared to think that it was "not of the slightest consequence," and have not published a single word of information on the subject of the important labors in which they have been engaged. It is possible that some of the country members before alluded to may consider the committee guilty of a contempt, and carry a vote of

At the time the subject was under discussion, and long before, the Commercial strongly urged the necessity of having the entire code printed and laid before the public, and when it was objected that the cost would be too great, we offered to print it in this journal free of charge, if furnished with the copy. No notice was ever taken of our proposition, and the public and the legislature are now utterly ignorant of what is proposed as the law of the land. Nor is it at all likely that the former will be enlightened much under a year to come. Should the legislature, by dint of perseverance on the part of the working members, succeed in finally passing the code in two months from the time of meeting, the whole matter will then go into the hands of our Hawaiian Circumlocution Office, when, if the Department of Foreign Relations has not commenced the printing of the report for 1860, we may see a copy of the "New Code" about the 1st of January of that year.

Money and Exchange.

We have alluded briefly in our previous issues to the fact of the unusually low rate of discount on whalers exchange this season. This result. prise, was anticipated by us early in the season. In our issue of Sept. 9, were the following remarks on the subject :

"It may not be amiss if we here say a few words on the subject of exchange. Formerly, when com-munication with San Francisco was less regular than it is now, and money could not be obtained there on easy terms, while the northern fleets were much larger than at present, the rate of premium on money or discount on whalers' bills was excessive, and rose or discount on whalers' bills was excessive, and rose at times to fifteen and even twenty per cent. But each succeeding year has been working a change in favor of the whaleships, and now, with a little foresight on the part of ship agents and ship chandlers, and with the accurate knowledge of the number of ships expected, derived in part from the publication of a list and early reports, the amount of money wanted by them can be correctly estimated, and arrangements made to supply all they need, be it more or less. Although the premium on money last fall went up to ten per cent., the average on all the bills drawn did not exceed five per cent., and

was probably between four and five.

"It has been customary with some who have a few thousands at their command, to hoard up their money for months with the hope of obtaining, as in former

that from fifty to a hundred thousand was so kept last season, till the owners of the money were to accept par, if for remittance, or seek some investment, if held solely for profit.

"The season has probably passed by when any great profit can be made here in whalers' bills. The int of money awaiting remittance to the United States, England and Germany, as well as the large amounts imported from San Francisco, (this latter varying from a hundred to a hundred and twenty-five thousand dollars,) precludes the possibility of any scarcity in the money market this fall. In addition to this, the average catch will probably be less that in any former year, and the wants of whalers depen-greatly on their earnings." This change in the working of exchange is to

important to be passed over with simply a brie notice, inasmuch as it has a direct bearing on the lonement of our island resources and our future internal prosperity. It is not difficult to liscover how this change in exchange rates was brought about. It arises from natural and legiimate causes. The average catch has been smaller than before for many years; we e en doubt if it was ever smaller, for it probably will not much exceed 610 barrels; there has been therefore, on this account alone, much less money required in paying off crews than last year. Added to this is the fact that supplies of stores and ship chandlery, as well as coin, have been sent out from home direct for the use of certain ships. These are sufficient reasons for the comparatively small amount of exchange drawn by whalers, and the favorable rates at which they have obtained their money. It may be considered vain to anticipate the

operations of future years, as it depends greatly on the success of the northern fleet; but it seems to us that with a continually decreasing foreign whaling fleet touching here for supplies, and the increasing disposition displayed by owners to furnish recruits direct from home ports, there will not in future years be required more money to provide for the fleet here than the amount actually held in merchants' hands in the fall season for legitimate remittances to the East. At any rate we believe that the greater portion of the exchange drawn this season has been for such a purpose; and we know that several outside parties who have held and hoarded their money as in previous years, for investment in exchange at ten and twelve per cent are now retiring from the exchange market in disappointment, and seeking a permanent investment for their funds at most any rate they can get.

The exchange market can hereafter afford a very poor field for speculators, resident or from abroad, as the rate can vary little from the par figure. Heretofore the temptation arising from the profite on exchange has proved too strong for holders or money, and there has been every season money held solely for speculation in exchange, sufficient to send out several whaleships or start two or three sugar plantations. These legitimate and profitable enterprises are consequently denied the penefit of capital held solely to catch up the ten per cent. on exchange. It is a matter of regret hat more capital is not invested in the production of sugar, to which our soil is most admirably adapted. There is an abundance of good cane on either of these islands as yet unemployed and a near and sure market for any amount that can possibly be raised. We believe that our sugar plantations for the past two years have been the most profitable branch of business in the kingdom, and that it will continue so for

In view of all these facts may we not hope that for the future much of the capital, heretofore differently employed may be tempted to engage in the legitimate and profitable field of agriculture or commerce without which we cannot look for permanent prosperity and wealth.

NOTES OF THE WEEK.

THE CONCERT .- As we anticipated, the bare announcement of a concert by the well-known amateur society of this city, drew out a full and appreciating audience. The instrumental music was exceedingly well executed, though the flate viece was longer than it might have been, and became somewhat tedious The violin in the hands of Mr. Barnard appeared to talk life, but would probably have been more satisfactory had he volunteered a piece alone. The several songs seemed to meet the tastes of the audience and were most beautifully sung. The absence of one or two bass voices, which have added to former concerts, was noticed, particularly that of Mr. Reiners, who is now in Europe. It would have improved the concert, had there been less obstruction between the ingers and their audience. On the whole the enterainment was a perfect success; the amount raised was about \$300. We do not coincide with our conemporary in censuring the society, however mildly, for so seldem appearing before the public. It is this infrequency that adds to the attractiveness of public vocal entertainments; and we should deprecate an every day display of whatever artistic talent may exist in our community as much as the performers themselves would be averse to it.

WHEAT FROM HAWAII .- The Mill Company last week, received a lot of 150 bushels of wheat raised at Kau, Hawaii, the first we believe, ever received from that island. Another similar lot is soon expected, making about 300 bushels from that island. The wheat is not quite equal to that produced on Maui, but considering the disadvantages attending the first cultivation of it in any district, it is a fair sample. There are portions of Hawaii quite well adapted to wheat growing, and a hundred thousand bushels could be raised annually, if the laborers were to be had. Should the cultivation of it ever become extensive there, it would probably pay to erect a wind-mill for grinding it in that neighborhood, as the climate is well adapted to its location there. We are glad the experiment of wheat growing on Hawaii has proved occessful, and hope its cultivation will be vigorously ontinued. Our mill company could grind up 20,000 barrels of flour, annually, could the wheat be had.

THE NATIONALITY CASE.—This case has received its quietus so far as the courts have anything to do with it, and the seaman Flanchet went on board the whaleship Nassau on Friday, without let or hindrance, where he will probably be allowed to re-main in accordance with his choice, till the end of the voyage. The Nassau sailed the same day on a cruise. We understand that the case has been made the subject of diplomatic correspondence; but if we mistake not it is contrary to usage for a consul who has sought the aid of the judicial authorities, to change his suit to a diplomatic question, for revission. The suit was simply a question of law and right between the resident agents of two foreign, nations to determine their jurisdiction, and this govwhich appears to have taken some persons by sur- ernment can not be bound to entertain as a diplo-

THE FRANCES PALMER.—We took the occasion of a eisure hour a day or two since to look through this vessel, now laid on for San Francisco, and were cleased to find her in every respect equal, to what she was when taken from the route two years since. Her cabin house has been lengthened and she can now accommodate well about thirty passengers. Her after cabin is a pleasant one and is not surpassed by that of any vessel on the route, while the staterooms are large and roomy. She is taking in freight at Market Wharf and will be the first vessel for San Francisco, sailing about the 27th or 29th. We mmend her to the traveling and trading public, as a fast, safe and commodious packet.

ACCIDENTS .- Another case of falling down the hold occurred this week, in which the seaman, a white man, had his skull badly and dangerously fractured by striking upon a projecting spike in his fall. He was taken to the American Hospital. On Monday for months with the hope of obtaining, as in former years, a heavy premium on it when the whalers come in. The idea that they may get twelve and a half or fifteen per cent., or even a higher premium, tempts them to decline a moderate offer for their coin, and they hold on to it till they find the "bank broke," and their anticipated profits a vision. We doubt not terrible squeezing.

Instructs.—Both these popular places of amusement have been well patronized : At the former on Saturday evening, Mr. L. F. Beatty's benefit came off with the play of the Jeness. Miss Ince personating the aracter of Rachel, Mr. Beatty, that of the Jew, and Mr. Rylev, that of the Cardinal. The scenery was gorgeous, and the machinery of the piece reflects great credit upon the experienced mechanic who has that department in charge—the acting was good throughout, and although we have in "days lan yne" seen the same piece enacted at the Box pices, it failed to der more tremendous ausp hat satisfaction even in boyish days, which the reesentation on Saturday did to more mature years, the latter was "a triumph of mind over matter." Ve understand our esteemed and well-known fellow wasman, Mr. J. S. Townsend will have a benefit on Saturday evening next, on which occasion Don Casar de Bazan, will be played. We trust a goodly array of the acknowledged beauty of Honolulu, will reward the actor by their presence. The Minstrels have been performing to excellent houses "under canvas." The retirement of Mr. Mordo, by throwing the performers each one upon his own esprit du corps, has given such a vitality to the body, as shews they are bound to succeed or "perish in the attempt." The houses with which they are greeted, shew their exertions are appreciated. Mr. Lew Rattler, the inimitable "old darkey" takes a benefit tonight at the Royal Hawaiian Theater. Go and see

and laugh. "THE SHIP HERCULES AND HER SALVAGE."-We eg to correct the statement made in the last Polynerian in regard to the settlement of this salvage case, which is just about as near the truth as that veracious journal usually gets. Instead of only "one-half of the wrecked property" being awarded to the Hercules, the court awarded to that vessel 11-20ths, the bellants to bear all the costs of court, which are no nall item. The case was shortly after settled by the Captain of the Hercules purchasing the share awarded to the libellants at the rate of 36 cents per gallon on their share. In the case of the Braganza. by the mutual agreement of Messrs. Waterman & Co., the agents of that vessel, and Mr. Stapenhorst, agent for the underwriters, the latter will receive a larger share of oil, (one-half,) a much better price for it, and avoid unnecessary court costs. The case is an important one, and may serve as a precedent.

PINES FROM THE OCHOTSK .- We saw the other day lot of very thrifty young pines growing in boxes, and brought from the shores of the Ochotsk Sea by Hawaiian sailors, who were offering them for sale, with but little success apparently. They were directed to apply to some of the prominent members of the R. H. Agricultural Society. No doubt if those oung trees could be planted on the highlands of Hawaii they would thrive. At all events our native seamen should be encouraged to bring here the plants of foreign countries.

THE MAIL OF OCTOBER 5TH-is now fully due, rovided any vessel left San Francisco early this onth to touch at this port. We know of no vessel expected before the John Marshall, which would robably leave about the 18th instant, and will be due here about the first of December. The clipper ship Golden City, is expected here from San Francisco, but will not leave that port before December. The Fanny Major (or her substitute if sold) will A CLIPPER RACE.—The following fine clipper ships

are ready for sea and will sail as follows : 25—Skylark, Follansbee, for New Bedford.
25—E. F. Willets, Holmes, for New London.
25—Golden Eagle, Harding, for New Bedford.
1—West Wind, Baxter, for New Bedford.
1—Anglo Saxon, Manter, (from Lahaina) for New Bedford.

These are all splendid vessels, and starting so near each other, will have a fine chance to test their speed. Each captain is of course sanguine of his own ship, and it is quite useless to try to predict which will win the SMART SAILING .- The guano clipper brig Josephine on her last trip to Jarvis Island, under a brisk

trade wind, logged fourteen knots an hour, for a few

hours. That is great speed, equal to 336 knots a

day. The brig sails again to-morrow, and will be absent 25 to 30 days. Dr. G. P. Judd takes passage in her, and will return with the vessel. "THE PRINTER."- This is the title of a new onthly which we have received, devoted mainly to the "art preservative of all other arts." To those who, like ourselves, are interested in all the details of the "black art," its pages will be found full of

nterest. It is published in New York, by Henry & ANNUAL MEETING .- The annual meeting of the Sailors' Home Society takes place this evening at the Bethel, at seven and a half P. M. We shall expect to hear some "yarns" on the occasion, as both the cabin and forecastle have a full representation in

Another Hawaiian Whaler.-We hear it runored that the John Dunlap, for some time a coaster, will be fitted for California Bay whaling. She is now undergoing repairs, but the party who has purchased her, if any, is kept a secret. On our first page will be found the final deci-

ion in the Nassau seaman's case, and report of the court at Lahaina. On our fourth and fifth pages, "cruise of the Agamemnon," in laying the

on began vesterday. We were misinformed in respect to the length of the vacation. It was but for A HOLIDAY .- November 28th, the anniversary of

the recognition by France and England of the Indeendence of the Hawaiian Kingdom, comes this year on Sunday, but will be kept on Monday the 29th. We learn that the Honolulu Rifles will parade in honor of the occasion in full dress, under command of Capt. J. H. Brown.

EXTRACTS From the Journal of a Cruise in the Arctic Ocean.

[We continue our extracts from the journal com nced last week.]

IMPOVIDENCE OF HAWAIIAN SEAMEN .- Every one quainted with Hawaiian seamen knows their improvident habits, and that the great majority of them, even after receiving a large advance, go to sea without any other outfits or clothing than what they have on. Where their advance goes to it is hard to say: but I have heard it whispered in Honolulu that government and Governor's taxes and shipping master's fees use up a large portion of it, and the balance, I presume, is much smaller than what many an American sailor fools away among the grog shops and wahines there. Coming away almost destitute, therefore, they have to depend upon the good nature of their captain for a further advance of clothing to enable them to face the cold weather of the North, no other place. On our charts there is no reef or ob- spirits and angels clad in beautiful not to be expected that he will give anything more than will suffice to make them comfortable, for the very good reason that he cannot be sure of taking oil enough to pay their debts to the ship. In our case large advances of clothing were made early in the season, and at that time each man was supplied with one pair of shoes and two pairs of stockings. Unfortunately these articles were not a whit better than "slops" in general, and a month or two of wet weather spoiled them. I do not exaggerate the matter when I say that for nearly three months more than half the crew have very seldom known what it was to have dry feet. Many of them for that time have had no stockings. I remember particularly one day when we were blocked in the ice and were trying to warp the ship through, I noticed several who had been out on the ice all day at work, who had nothing to protect their feet from the cold but miserable half worn out shoe. This I call real hardship, (if any one thinks it is not, let him try it,) but these poor fellows have stood it up to this time without even murmuring. I am certain that no crew of Americans would have undergone what these kanakas have without raising " Ned," or, at least, trying to.

ROYAL HAWAIIAN THEATER AND THE CALIFORNIA with in Port Clarence and were bound to the Diamedes and East Cape, though they live on King's Island. They had a few furs, but I was unable to buy them, as I had no percussion guns, and they would take nothing else. The people on the American side seem to be more warlike than their Asiatic brethren. Guns, powder, shot and bullets are about the only articles of trade they care for, but whether they of trade they care for, but whether they are the heating or for hunting I had so means of asserting. From the little I have I should not think there not very fierce or treacherous, although they have pretty hard name among the traders. I ging, they bear no comparison to the natives other side. Their language, as well as dress, is very different, but their personal appearance is not much improved by a fashion they have of wearing large outtons of ivory on each side of the lower lip, fastened into a hole reaching through the lip, and large

enough to thrust the tongue through. This style of rnament is common, I am told, to all the tribes on this side of the Straits.

PORT CLARENCE.—The land about Port Clarence and Grantley Harbor has a better appearance than any I have yet seen in these northern regions. The flats and knolls nearest the water are covered with a luxuriant growth of grass, which contrasted very fa- will be found reliable, and of service to vorably with the barren hills one sees on the other side. Such a show of vegetation, and the warm sunshine of yesterday and to-day, were alone sufficient to create the impression that we had got into a temperate climate; but we had proof that was still more convincing. Myriads of mosquitoes were circulating about our ears, reminding us forcibly of life in the Sandwich Islands. Gigantic fellows they were, too, so large, indeed, that it did not require a great stretch of the imagination to believe them capable of carrying brickbats under their wings to sharpen their bills upon. With due regard to veracity, however, they were the largest specimens of the "mosquito family" I have ever seen, and that they are fully endowed

LUXURIES OF THE ARCTIC-SPPT. 24.-Came aboard at 8, P. M., and immediately indulged in the luxury of a raw potato, a small supply of which we obtained from Capt. Brown of the Black Warrior. To many persons this might not appear very appetizing, but to me its freshness and earthy taste were very grateful, and I have stowed away a dozen as delicacies too good for every day, and only to be eaten occasionally. Unfortunate people who have never had the good fortune to go on a whaling voyage, I suppose, would carcely appreciate such dainties, but I regard this as a proof of the felicity and comfort of a sailor's life, that they can find enjoyment in such a simple thing as a raw potato, an article that our Yankee farmers would scarcely think of feeding to their swine.

with the insinuating and penetrating habits of their

tropical kindred I can also stoutly aver.

LATE NEWS-THE POLYNESIAN IN THE ARCTIC-SEPT. 26 .- To-day have been reading the " news" in the papers we received yesterday by the Black Warrior, the latest dates being Honolulu, May 18th, and New York and Boston, March 5th. Fell asleep over an "editorial" in the Polynesian, and dreamed the Hawaiian government had sold that valuable (?) paper, with its entire establishment, reporters, contributors and all, and was to devote the proceeds-which were not great-to aid in establishing a hospital in Honolulu, which was generally thought to be the most sensible act they had performed for years. The names of the unlucky purchasers had not been made out the soap manufacturers at Leleo as the probable victims, they, no doubt, being professionally attracted towards the Polynesian on account of its producing weekly such a quantity of lie. Also dreamed that all the doctors in Honolulu had each other by the ears, fighting for the privilege of doing good, and at the same time receiving good in the shape of a fat salary for their services on the aforesaid hospital, which part of my dream will doubtless come to pass should that much-needed institution ever become a "fixed fact." A polite hint from our steward that dinner was ready here put a stop to my roving fancies, and I started up, a little ashamed at being caught napping so early in the day, and on such a beautiful day, too; but, recollecting the paper I had been reading, felt that I had an excuse for my drowsiness that would pass current in the Sandwich Islands, or, in fact, in any place where that interesting sheet is read and appre-

SMALL STORES. - One important item of news that I gleaned was a notice in the Advertiser that the bark Black Warrior had finished taking aboard her "small stores" and was about ready to sail, etc. The printer ought to have put the word "small" in italic, as her stores are so very small that the word does not begin to give an idea of their insignificance. I never was on board a craft fitted with such economy as she is; in fact, everything about her, from cabin floor to truck looks as if whoever fitted her had studied to make her as mean and shabby as possible. Economy is an excellent thing, and very necessary in this line of business, but when it is " inserted so far into the earth" as in this particular case, it loses its vir-

THE COMET.-This evening the comet is abroad again, with a "continuation" much longer and wider than when we first saw it. It has now a decided curve, and may be a relative of the chap who frightened all Christendom, so many years ago, by appearing in the shape of a Turkish scimetar. Perhaps, as these bodies have the reputation of being long-lived, it may be the identical one. It is painful to think that this class of wanderers seldom become ' steady" in old age, but, with the weight of centuries upon their heads, continue their erratic pranks, thereby setting a lamentable example before the

youthful inhabitants of celestial space. For the last few days we have had a rich treat at each rising and setting of the sun, presenting a scene of rare splendor. I hardly know which to admire most, sunset or sunrise, though, to tell the truth, I don't often turn out early enough to witness the latter. Each has its peculiar beauties, and in no other part of the world are these daily scenes repeated with such magnificence. I have often read animated descriptions of sunrise and sunset at sea, but the man of a claircovant. A real simon-pure who can gaze on the " cloud painting" of the Arctic regions at these particular times, and then have the | if not more-perhaps a Magnetic Occ assurance to attempt a description of them, must have | who knows? Who would pretend to per an uncommon lot of brass in his composition. None but an inspired pen could portray the gorgeousness of these scenes, even to an approximation of the reality. The nights now are too light for us to see the Aurora Borealis in its full splendor, although I have

A SHOAL NOT LAID DOWN-OCT. 5 .- Island of St. Paul in sight at daylight, bearing E. S. E. per compass, distant 25 miles. Soon afterwards saw Sea Otter Island. At 9, A. M., being then on the wind with starboard tacks aboard, heading S. E. by S. (mag.), St. Paul's bearing nearly E. (mag.), saw heavy breakers about two miles in shore from us. There was at the time a heavy swell rolling in from S. W., but the wind was light, and the sea broke in

struction laid down in this vicinity, but there can be

no doubt of the existence of one here, as we were in

full view of the breakers for more than an hour, and

could plainly see them when they were five miles astern. In light weather it probably cannot be seen half that distance. I judged the line of breakers to be from an eighth to a quarter of a mile in length, and its position is (roughly) 15 miles W. N. W. from St. Paul's. HOMEWARD BOUND-OCT. 28 .- If we should be favored with anything like a decent breeze from any point north of E. or W., the coming week will end our voyage. The thought that in all probability this is the last Saturday night I shall have to spend on board is not by any means a disagreeable one to me. Deprived for nearly eight months of participation in. or knowledge of, the doings in the world at large, it

is not strange that one should feel an impatience to get back again amougst "mankind," and to learn the events that have taken place during his seclusion.

Persons who have never been on one of these long place. "Murder" he went on to enter the second of the second cruises can scarcely form an idea of how much we are " behind the times." The success of the monster THE INDIANS ON THE ARESICAN SHORE—JULY 28.—
While we were at anchor this morning two cames came alongside. They were some of those we traded

steamer Leviathan, of whose launching we have barely heard; of the great Trans-Atlantic Telegraph; with medicine could be included amount and an interest, are all to us a scaled quality or practice that degraded and quality or practice that degraded and the second states are interest, are all to us a scaled quality or practice that degraded and the second states are interest.

book. Though England and America we are some the wiser for it; and, for me know, William Walker may now be bel the reins of government in Nices Sam be in peaceable possession of the av-island of Cuba. Queen Victoria may have to her loving subjects another prince, or of them, and a half dozen stars may have to the American Constellation; while Bris fleeing from the victorious armies of the may be teaching the doctrines and . principles of the " Latter Day Saints" ceptible natives of the Sandwich Island are literally in the dark as regards i has been going on in the great world for year, and, for my part, I am quite pre astounded and overwhelmed with the su that will burst upon us when we shall more among civilized people.

We copy from the above journal the the Paquimaux Indians as furnished by ton, now of the South Seaman. A fee are made, and the list of words, as here ing in the Arctite Ocean.

ESQUIMAUX. Mingara. Partakou. Riddlegut. Mingukou. Mungit. Eloout. Kiddeweed Yacka-ak. Touedlin. Kittegerayouedlin Katepangarrak Opanga. Yurang. Hoopeeshkin. Kekimbo. Dra-aow. Laloutoutline Addledadle. Retinute. Memut.

Riglegin. Redica. Youan. Mamut. Youket. Nutamut. Ramkidlin Etletuen. Etlita. Youakek. Numaumk Nutanute. Jacket, Eran. Kile. inguenipo.

Wongkutta. NUMBERS. Gera. Giro. Gerack. Miltingum. Ennan Miltingun Amgrokim. Conizinkin. Mingitkim. Mingitkim Gera Pa Mingitkim Giro Ps Mingitkim Gerack ! Kiddegitten. Kiddegitten Ennsn Sixteen, Kiddegitten Gera Pa Kiddegitten Giro Pa Kiddegitten Gerack Kalekin Gerack Kalekin Mingitkim Gerack Kalekim. Miltingum Mingitke Gera Kalekim Ming Giro Kalekim Ming

> Gerack Kalekin Min Miltingum Kalekia Wonders on "Owhyhee"

The Island of Hawaii is a curiosity

cossesses every climate from the Arctic

with the endless variety of production

Gerack Kalekim.

each, including boiling springs and ice long way short of Boston.) Every ph from matchless beauty to matchless seen on earth-ocean views and land tain views, sublime or ridiculous, ros snow-topped or tree-topped-level plai gulches, fertile slopes and lifeless lawns and haggling climpers, extinct ones, both of a magnitude awful to beli this Island of Hawaii is a sort of est and when it is once all seen, no pilgrin his feet further in search of topograpis But the greatest wonder of all is that side world is not generally more appresnug little minature world here. Per as the "Star of Empire" straddles with its great sea steamers and great s and other notions generally. Keep you celestials while old John Bull Samps Fox fire improvements will follow, de Harrah for Peihe and Hakodadi. D bugged, reader, the above is only a flouri to say something and did not know b No doubt many another fool has been Among so many condensed physical has up-turned here a psychological out and a native at that. This is a prein I'm off again on that infernal telegraph the clairvovant. He was be-starred into a mystic or magnetic stupefaction pretend to tell you how, you have is that before now or perhaps seen it, ! lately noticed a faint gleam of it flashing across the had. It is horrid anyhow, but as we ested in his revelations from above the there, I will go on with them. Hes straight English for Hawaiian organs not a word of English would be p when awake, or in the "normal con manipulator would say. I am not

> work." The latter occupation notwithstanding my small faith. Be a life of toil here I felt that I had door able to do my share before leaving beginning to wish I had never been Eh? Who works?" " Everybody," That was a clincher, misery loves col ontent. Not being able to account pon myriads" in that place, I askel " Beings without number" was the ply. But where are the elect? " I felt curious and set him looking the much searching and writhing and tenance, he returned with the sad were no elect or electioneers in that conscious of small merits I took hope chance of beaven not so very bad after ing, hypocrisy, idleness, glutteny,

vouch for the truth of his revelations

"In heaven you say," says I to his

do you see there?" "Myriads

tion to reveal truth, not I.